

## DRIVING AT NIGHT PLACES STRAIN ON STORAGE BATTERY

During the hot weather many motorists do considerable driving in the evening. In fact, in the cases of many automobiles used for pleasure purposes only most of the driving at this time of year is done after dark.

A great deal has been said about keeping the storage battery always fully charged, but the point is so important

that it cannot be too strongly emphasized.

**Excessive Night Driving.** One of the conditions that, if continued, will slowly discharge a battery, if it is not watched, is excessive night driving. This is because the lights, together with the starter, consume more current than is returned to the battery by the generator.

For instance, the motorist who uses his automobile during the day only to drive down to his office and back makes little mileage, and consequently his generator charges his battery but very little. After dinner he starts out on a long evening drive. If he drives out a distance, he uses his headlights fully turned on and probably a spotlight. Before he gets back he will have driven four or five times as far as he drove during the day. All during the drive he uses some of the reserve power of the battery. For the reason that the lights and starter consume current faster than the generator charges the battery—which means that the storage battery probably is not so

fully charged when he returns as when he started. If the automobile is driven very much the next day, the discrepancy is made up, but if not the battery's energy is reduced.

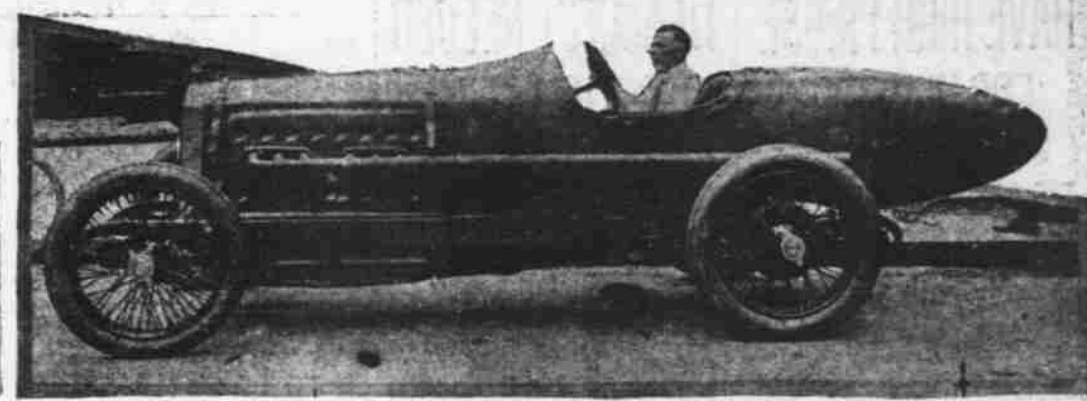
**Should Be Avoided.** Repeated drains of this sort will cause the battery finally to become discharged if it is not watched, and total discharges should be avoided. Tests should be made regularly, about every ten days, with a hydrometer, and if the gravity tests get as low as 1.225, the battery should receive a freshening charge at once.

This care is very essential to the efficiency and life of any storage battery. Running on a battery that has been allowed nearly to discharge may be likened to running on a very soft tire. Either practice results in unnecessary expense.

### HAVE YOU EVER NOTICED.

The old-fashioned woman who spent a lot of her time preserving her fruits now has a daughter who spends all of her time preserving her complexion.—Cincinnati Enquirer.

## Packard and Maxwell Record Makers in Washington This Week



S. A. Luttrell, head of the Luttrell Company, at the wheel of the Packard which shattered all world records at Sheephead Bay when it traveled ten miles on a two-mile course at the rate of 130 miles an hour. It is equipped with one of the new Packard aviation engines.

## "MILITARY RUNS" GIVE MAXWELL NEW ROAD RECORD

In the first of a series of motor runs by which various military departments are to be given data regarding the availability of moving troops by automobile, a Maxwell touring car, driven by P. W. Gibbs, road engineer for the Maxwell Motor Company, Detroit, covered the 230.8 miles between New York and Washington last Tuesday morning in five hours and fifty-eight minutes.

At the end of the run, in front of the State, War, and Navy building, the car and its passengers were met by Maj. Gen. W. A. Mann, chief of the Militia Bureau, who received a letter from Adj. Gen. Louis W. Stotesbury, of New York, telling of the purpose of the test.

General Mann dictated a reply to the New York official, and this was returned to the metropolis on Thursday night, the car beating its previous record by a margin of a few minutes.

**Make Record Run.** The dash to Washington created an automobile record for the distance, the previous best attainment having been seven hours and twenty-six minutes. The Maxwell test also represented the first official army demonstration of the kind.

James A. Hemstreet, director of touring for the American Automobile Association, New York and Washington, acted as official pilot during the test. He certified for General Mann that the Maxwell covered the distance without a motor stop and without any of the usual necessities at railway crossings where gates had been lowered.

The run provided one of the finest demonstrations of Maxwell endurance and road capability that this city ever has seen," said Whitney Leary, of the H. B. Leary Company, Washington Maxwell distributors.

"Each passing month has seen some new record captured by the Maxwell, until the sturdy non-stop champion has as well become the inter-city road champion of America. In none of its many road demonstrations, however, has the Maxwell revealed its ability and quality in more convincing manner than in this military run."

**Run in "Train Time."** General Mann likewise expressed admiration for the car's performance, mentioning that the time required in its run was practically equal to that of the fast trains between New York and Washington. He looked upon the test as a success from every viewpoint.

The initial Maxwell test was entered into after arrangements had been made by Adjutant General Stotesbury. He asked the co-operation of several of the larger automobile producers, in order that army departments might have accurate and reliable information regarding the motor as a transport, and in conference in Detroit he found that one of the first of the executives to enthusiastically support his plan was Walter E. Planders, president and general manager of the Maxwell company. Mr. Planders agreed immediately to put at the department's disposal whatever might be needed in cars and drivers.

## COURT DECISIONS IN INTERESTING MOTOR CASES

Negligence of the chauffeur is not imputable to guests riding on a crowded city street in a limousine struck by a street car—Bullard v. Boston Elevated Railway Company, 115 N. E. (Mass.), 294.

The greater difficulty of seeing and hearing an approaching train as it nears a crossing, the greater caution the law imposes upon the traveler—Perrin v. New Orleans Terminal Company, 74 So. (La.), 160.

Both railroad and traveler on intersecting highways are charged with the usual duties of keeping a careful lookout for danger, and both must use the degree of diligence a prudent man would exercise under the circumstances—Perrin v. New Orleans Terminal Company, 74 So. (La.), 160.

One who when "good and drunk" drives a large automobile on a public street of a city and through the front window of a saloon breaking the glass and framework of the window and driving the front of his car to the front of the bar is guilty of a public nuisance at common law—State v. Rogers, 99 A. (N. J.), 931.

As bearing on the question whether the wife of the owner of an automobile had the authority of an employer over the chauffeur so as to make his negligence imputable to her, killed by collision of the machine with a street car, the indications and inferences from her conduct are relevant—Bullard v. Boston Elevated Railway Company, 115 N. E. (Mass.), 294.

It is the duty of one operating an automobile in the street of a populous city in the exercise of ordinary care, in approaching a street crossing to operate at such a rate of speed as will enable him to avoid obstructions and he must be held to have seen that which with ordinary care he could have seen in time to avert a collision—Roper v. Greenspon, 192 S. W. (Mo.), 149.

In an action against the owner of an automobile for injury from its operation by a chauffeur, the relation of master and servant existed, and the owner was liable for the chauffeur's negligence, where the owner when he used the automobile procured a chauffeur from and selected by a garage, paying the garage therefor on a monthly account, and where the injury occurred while the chauffeur was driving the car back to the garage—Jimmo v. Frick, 99 A. (Pa.) 1005.

Where defendant manufacturing company, under contract with State highway commission, sprayed entire highway with slippery tar, leaving road open for traffic with only a small warning sign placed in the grass, in action by plaintiff for injury, the case was dismissed.

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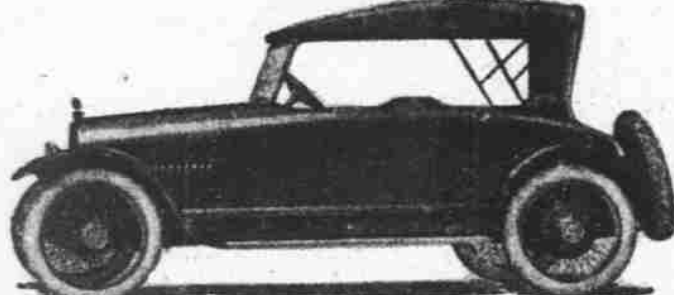
1917 STUTZ Roadster, equal to new, run only 2200 miles.	1916 OLDSMOBILE 4 Touring car had good car.
1916 CADILLAC 8-cyl. Touring, mechanically perfect, cord tires.	1916 PAIGE 6-46 Roadster; equal to new; fully equipped.
1917 STUDEBAKER 8-cyl. Touring, used only 2 months; a bargain.	1916 MERCHER 6-pass; wire wheels; very smart appearance; will sacrifice.
1917 MAXWELL Touring, tip-top condition; 2 extra tires; a snap.	1917 CHUCK 12-45 Touring; A1 condition; extra tires.
1917 ALLEN Touring; splendid light car; very economical, \$225.	1917 CHANDLER Touring, also Chummy Roadster; both cars in excellent shape.
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1916 CHEVROLET Touring, New York model, equal to new.	1916 STRAEN-KNIGHT Touring, like new.
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1917 10-1000 Roadster; excellent condition; tip-top shape; tires like new.	1916 PAIGE 6-cyl. 7-pass. Touring; tip-top; mechanically equipped —\$675.
1916 BUICK 8 Roadster, D-44; perfect condition; a snap.	

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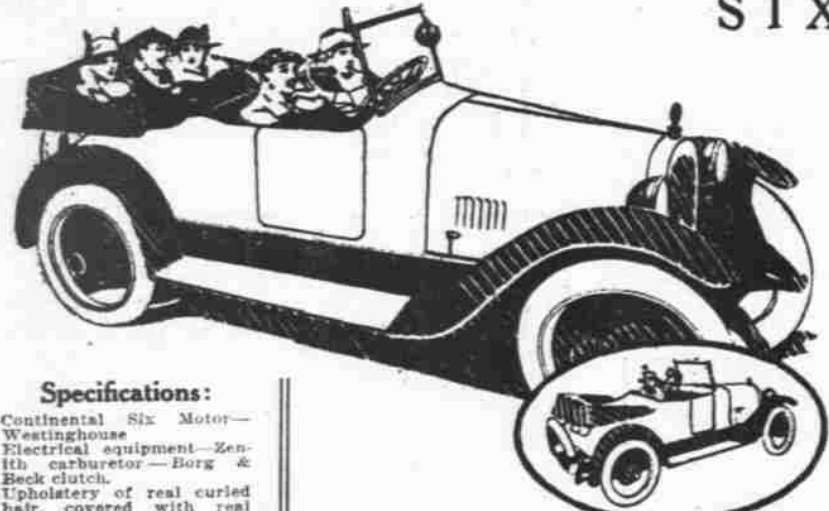
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